

BookletChart™



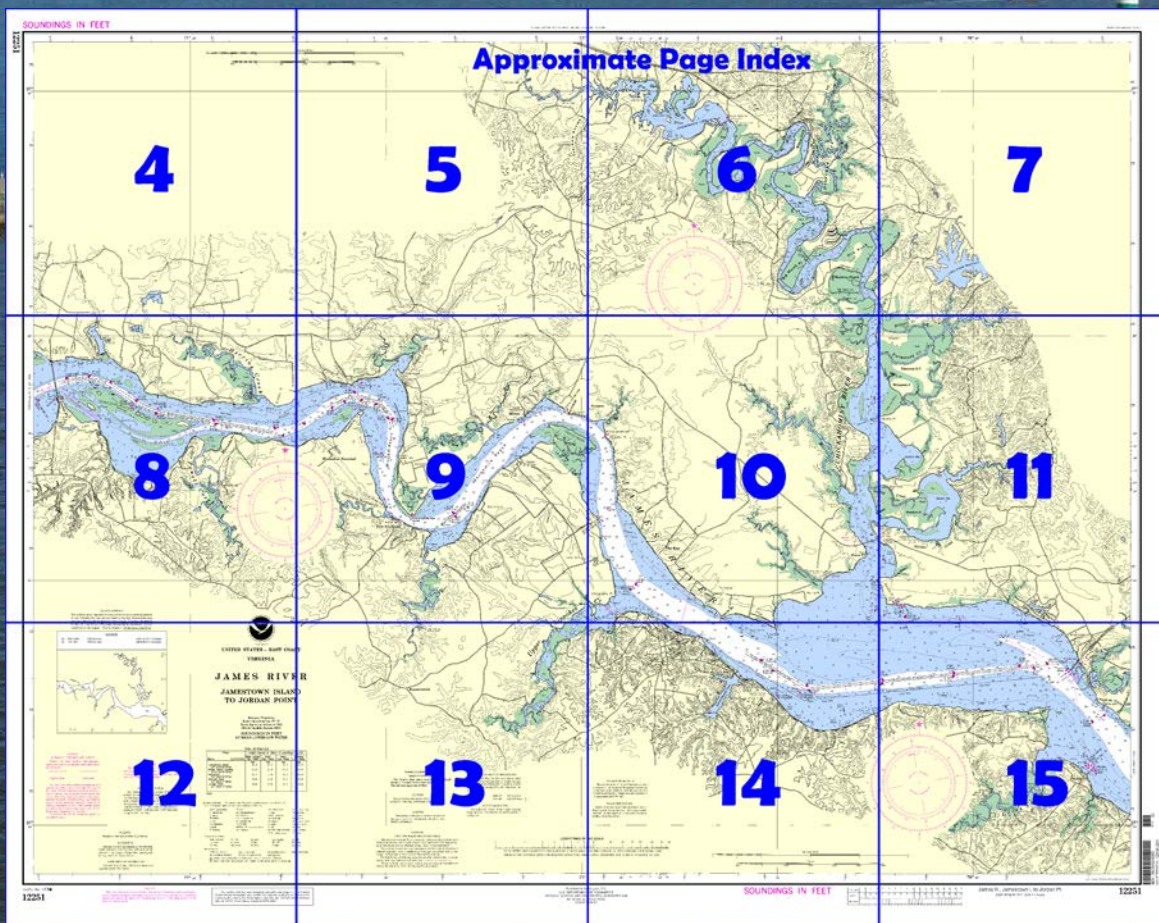
James River – Jamestown Island to Jordan Point NOAA Chart 12251

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12251>



(Selected Excerpts from Coast Pilot)

James River. Drafts of vessels using the river above Newport News generally do not exceed 15 feet.

Channels.—The Federal project for James River provides for depths of 25 feet to the Richmond Deepwater Terminal and in the Richmond Deepwater Terminal Turning Basin, thence 18 feet to and in the Richmond Harbor Turning Basin, and thence 18 feet to the Richmond Lock at Richmond.

Anchorage.—General anchorages extend for

about 7 miles above the mouth.

Dangers.—Numerous stakes, piling, wrecks, and other obstructions are on both sides of the main channel in James River.

Currents.—The currents in James River follow the general direction of the channel except between Hog Island and Jamestown Island where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb.

The principal places for **supplies** above Newport News are Hopewell and Richmond.

Grays Creek is entered through a shallow bay. A 3-foot channel leads to deeper water inside. There are many snags and obstructions in the creek. A marina is 1 mile above the mouth.

Chickahominy River, has a controlling depth of 6 feet in the entrance channel, thence 10 feet or more to the head of tidewater navigation at Walkers Dam. The lock in the dam has a length of 60 feet, a width of 15 feet, and a depth of 4 feet over the sill. The lock gates are hand operated; there is no tender.

The seasonally buoyed channel at the entrance to Chickahominy River is entered 0.7 mile westward of Glass House Point; daybeacons and seasonal buoys mark the critical points inside.

Barrets Ferry highway bridge has a clearance of 12 feet. A pier with a depth of 7 feet at the face extends 100 yards into the river from the east bank just north of the bridge.

A marina at **Brickyard Landing**, can provide berths, gasoline, water, food, ice, pumpout station.

The Thorofare is an unmarked cut leading through the bend of the river 10 miles above the mouth; the controlling depth is 5 feet. Small boats able to pass through the cut can save 1.2 miles.

A small marina just north of **Mt. Airy**, has a depth of 9 feet at the face. Gasoline and some supplies are available.

Lanexa, has a marina with reported depths of 10 feet alongside. Gasoline and supplies are available.

Upper Chippokes Creek, has depths of about 5 feet for 3 miles, thence 2 feet for 1 mile to the head of navigation. The channel into the creek is close along the south bank. A wreck, marked by a light, is off the creek entrance close to the southwest side of James River main channel.

Wards Creek. A depth of 2 feet can be carried across the mudflats at the entrance by following the east bank at a distance of about 75 yards. Above the mouth, depths are 4 to 10 feet for 1.7 miles. The creek is an excellent storm anchorage for any boat able to enter.

Ruffins Wharf has depths of about 16 feet at the face.

Powell Creek has depths of 7 feet through a narrow channel at the entrance and for 2 miles upstream. The creek is a good storm anchorage.

Jordan Point Marina may be reached through a channel marked by private piles. Berths, gasoline, diesel fuel, water, electricity, and some marine supplies are available.

Dangers.—Numerous stakes, piling, wrecks, and other obstructions are on both sides of the main channel in James River.

Currents.—The currents in James River follow the general direction of the channel, except between Hog Island and Jamestown Island, 25 miles above the mouth, where they set across Goose Hill Flats. In the lower reaches, the velocity of flood is about equal to that of ebb.

During severe winters some drift **ice** appears, and at times the river freezes over, but navigation to Richmond hardly ever is suspended because the ice is broken up by a tug.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and appendix for addresses.)

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Norfolk

Commander
5th CG District
Norfolk, VA

(575) 398-6231

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

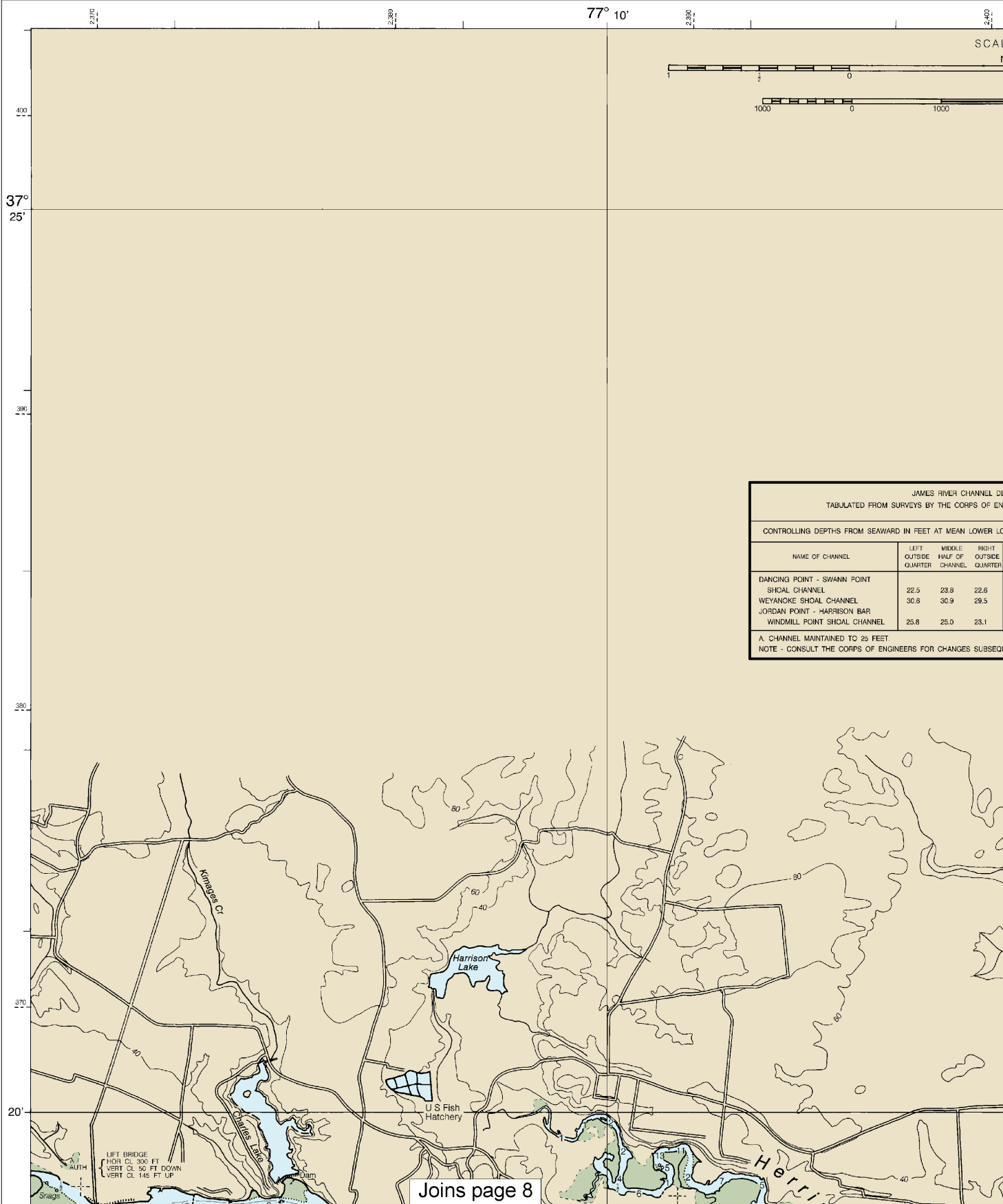
Lateral System As Seen Entering From Seaward

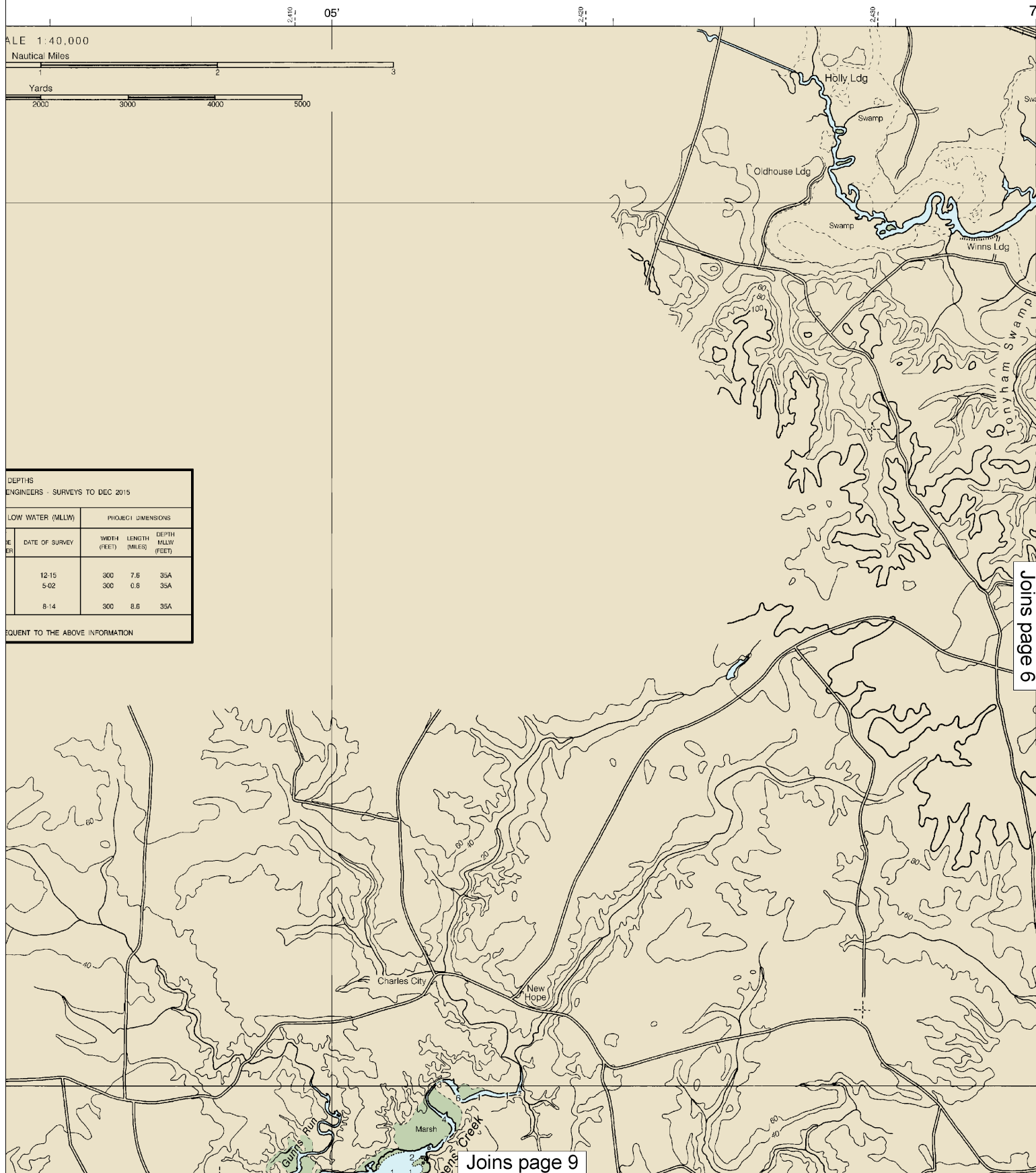
on navigable waters except Western Rivers



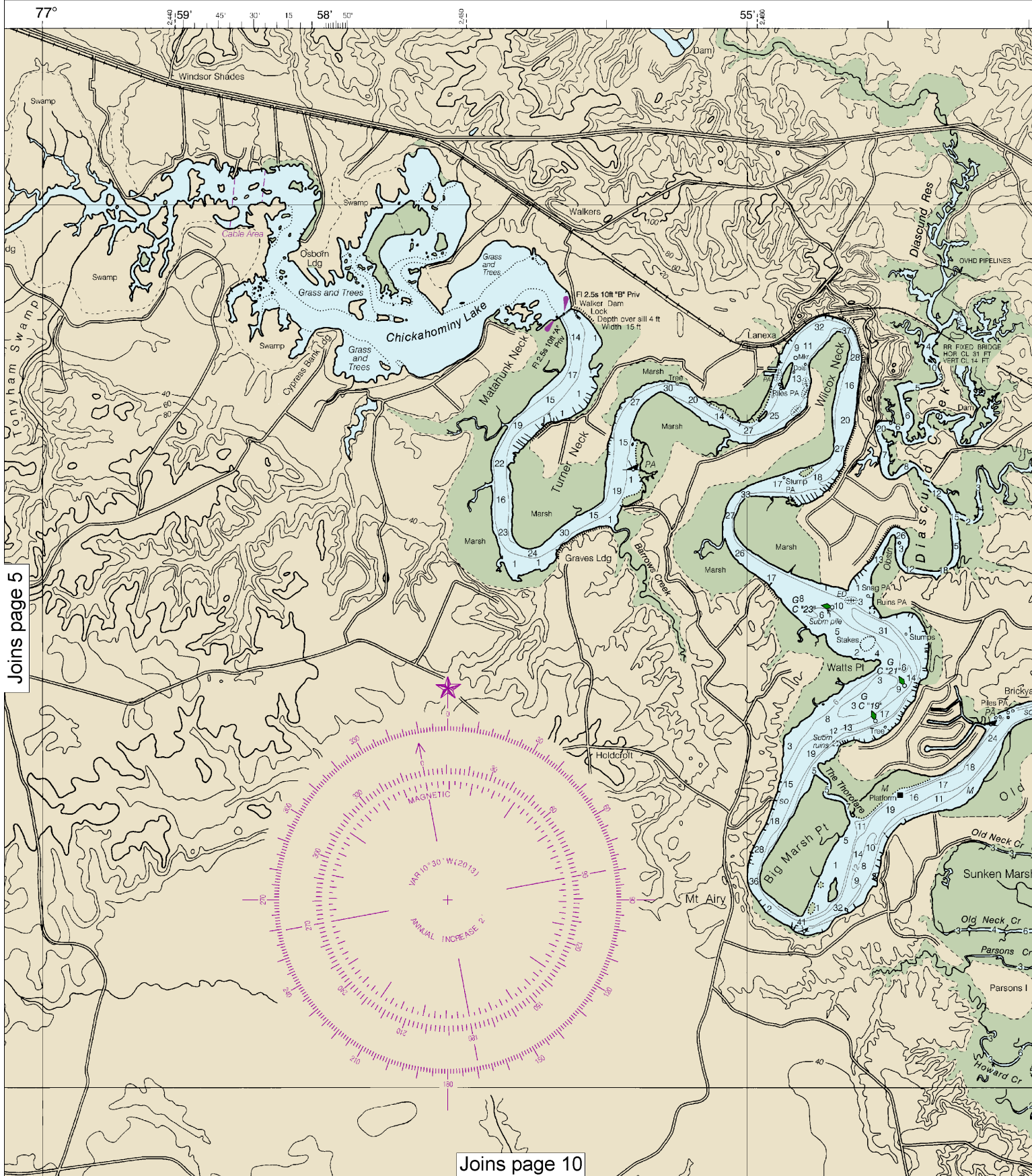
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

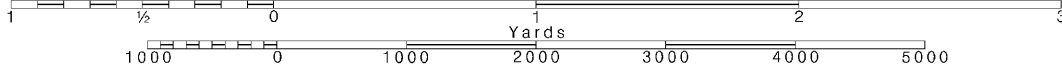
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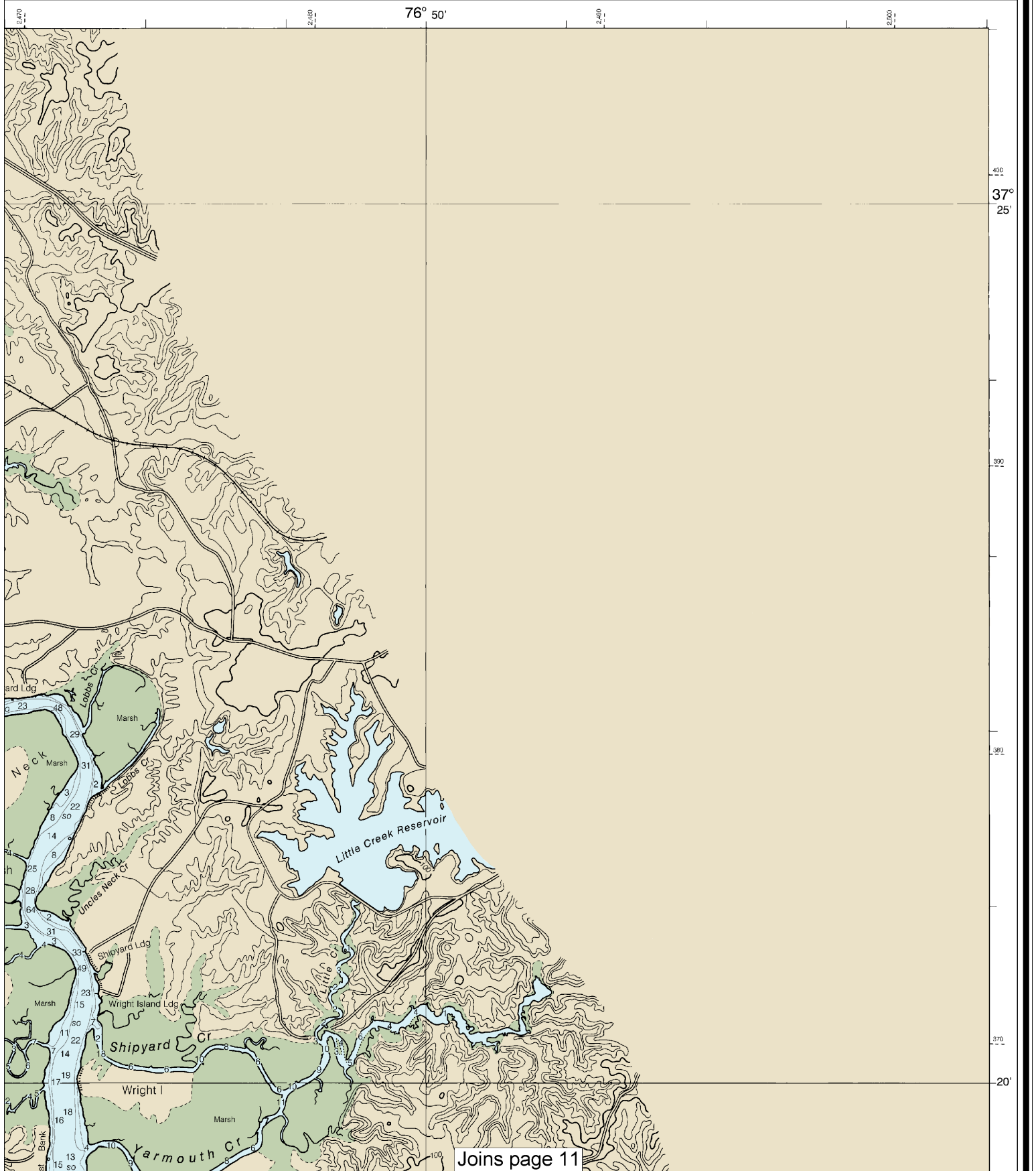
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Printed at reduced scale.

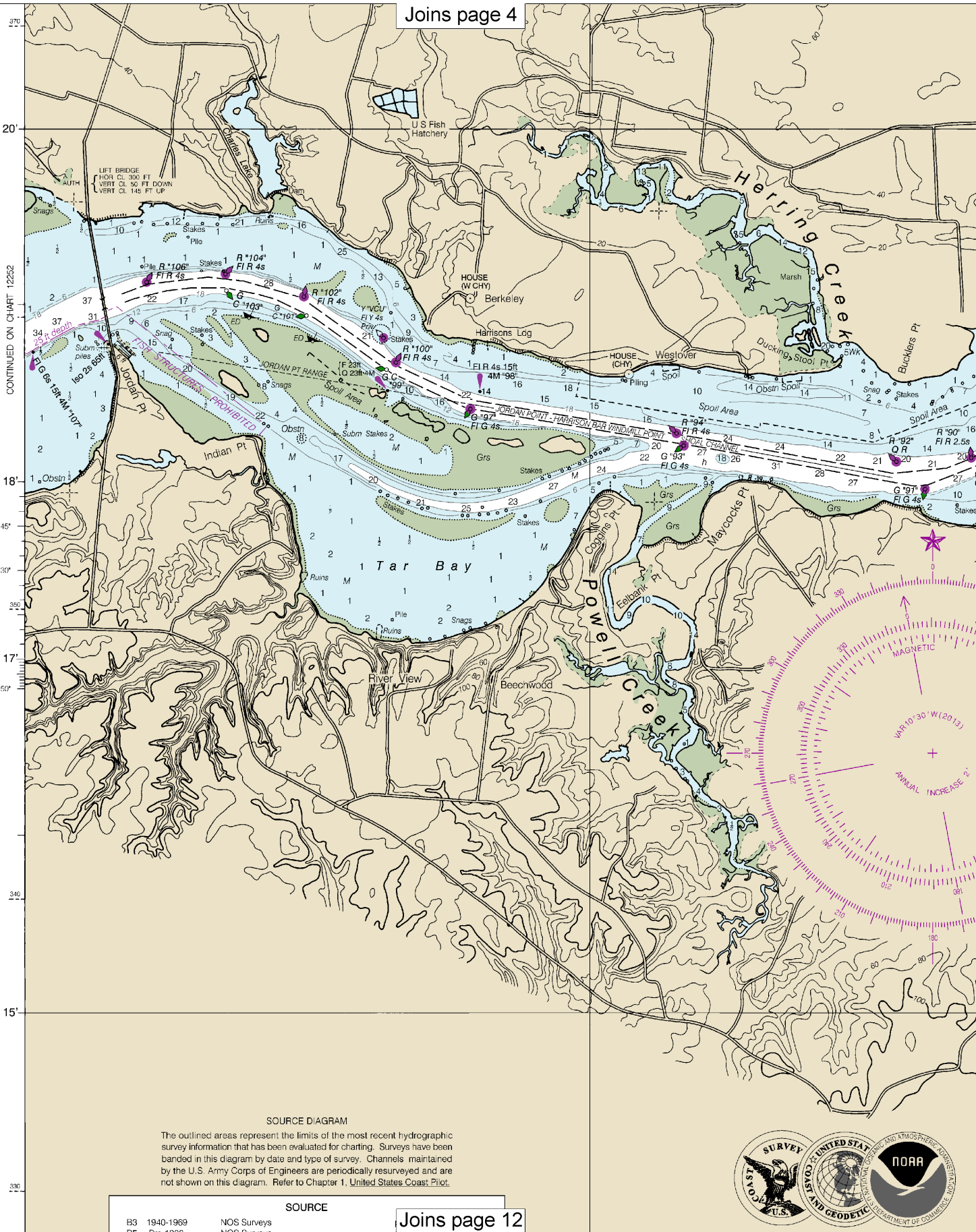
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Last Correction: 3/15/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3 1940-1969 NOS Surveys
B5 1970-1999 NOS Surveys

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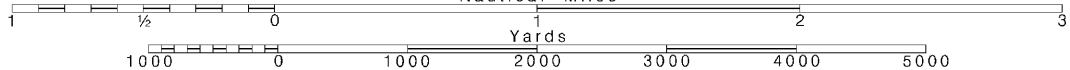


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000 Nautical Miles

See Note on page 5.



Joins page 5

Joins page 10

Joins page 13



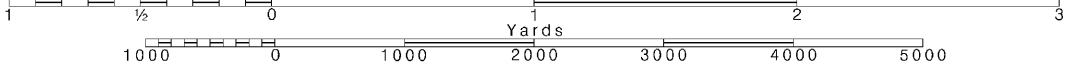
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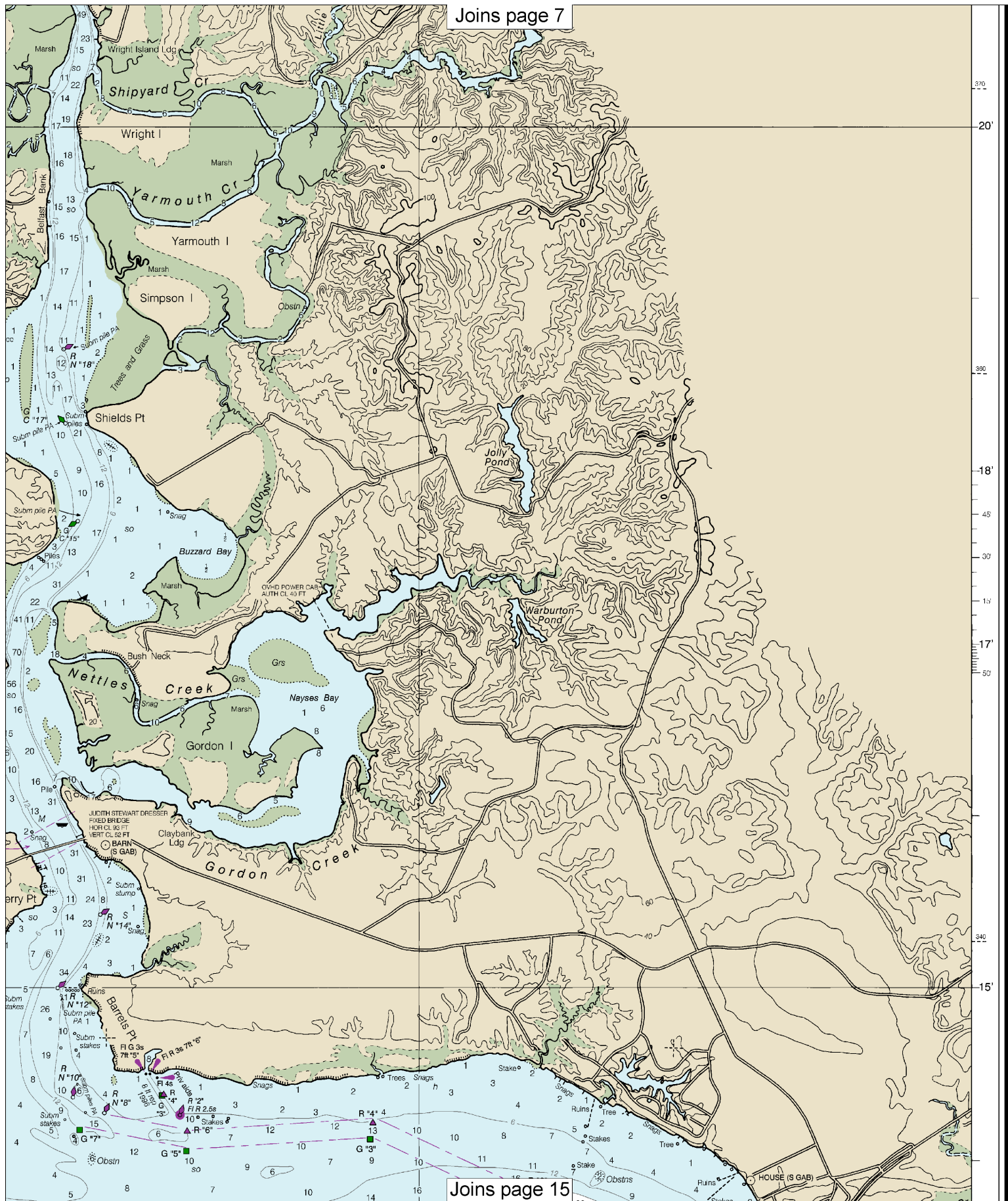
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

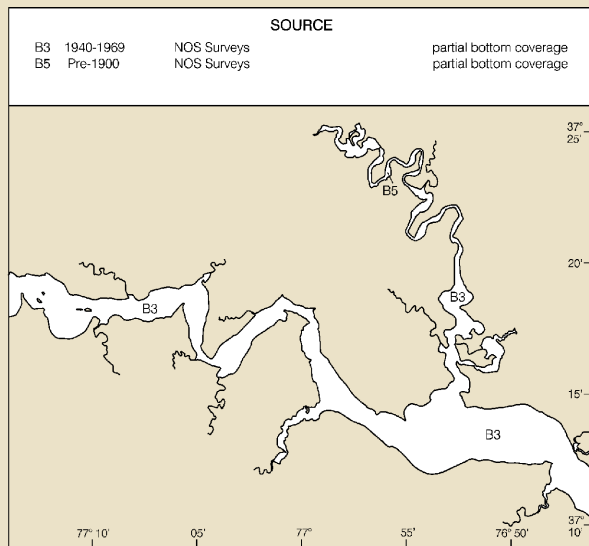
See Note on page 5.





SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.



CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.531" northward and 1.097" eastward to agree with this chart.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

VIRGINIA

JAMES RIVER

JAMESTOWN ISLAND
TO JORDAN POINT

Mercator Projection
Scale 1:40,000 at Lat. 37°18'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings	
		Mean Higher High Water	Mean High Water
James town Island	(37°12'N/76°47'W)	2.3	2.1
Wright Island Landing	(37°21'N/76°52'W)	2.5	2.3
Claremont	(37°14'N/76°57'W)	2.1	1.9
Jordan Point	(37°19'N/77°13'W)	2.8	2.6

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov> (Jun 2013)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR
Al alternating	IQ interrupted quick	N nun	Rot r
B black	Is isophase	OASC obscured	s sed
Bn beacon	LT HO lighthouse	Oc occulting	SEC
C can	M nautical mile	Or orange	St M
DIA diaphone	m minutes	Q quick	VQ v
F fixed	RED red	R red	W w
Fl flashing	MICRO TR microwave tower	Ra Ref radar reflector	WHIS
	Mkr marker	R Bn radiobeacon	Y yel

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so so
bk broken	G gravel	h hard	Rk rock	Sh sh
Cy clay	Grs grass	M mud	S sand	sy st

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

24th Ed., Aug. 2013

12251

Last Correction: 3/15/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies about this chart at <http://www.nauticalcharts.noaa.gov/staff/cor>

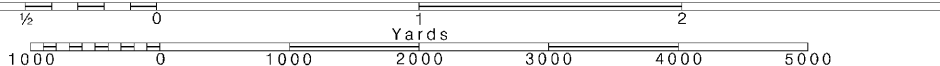
12

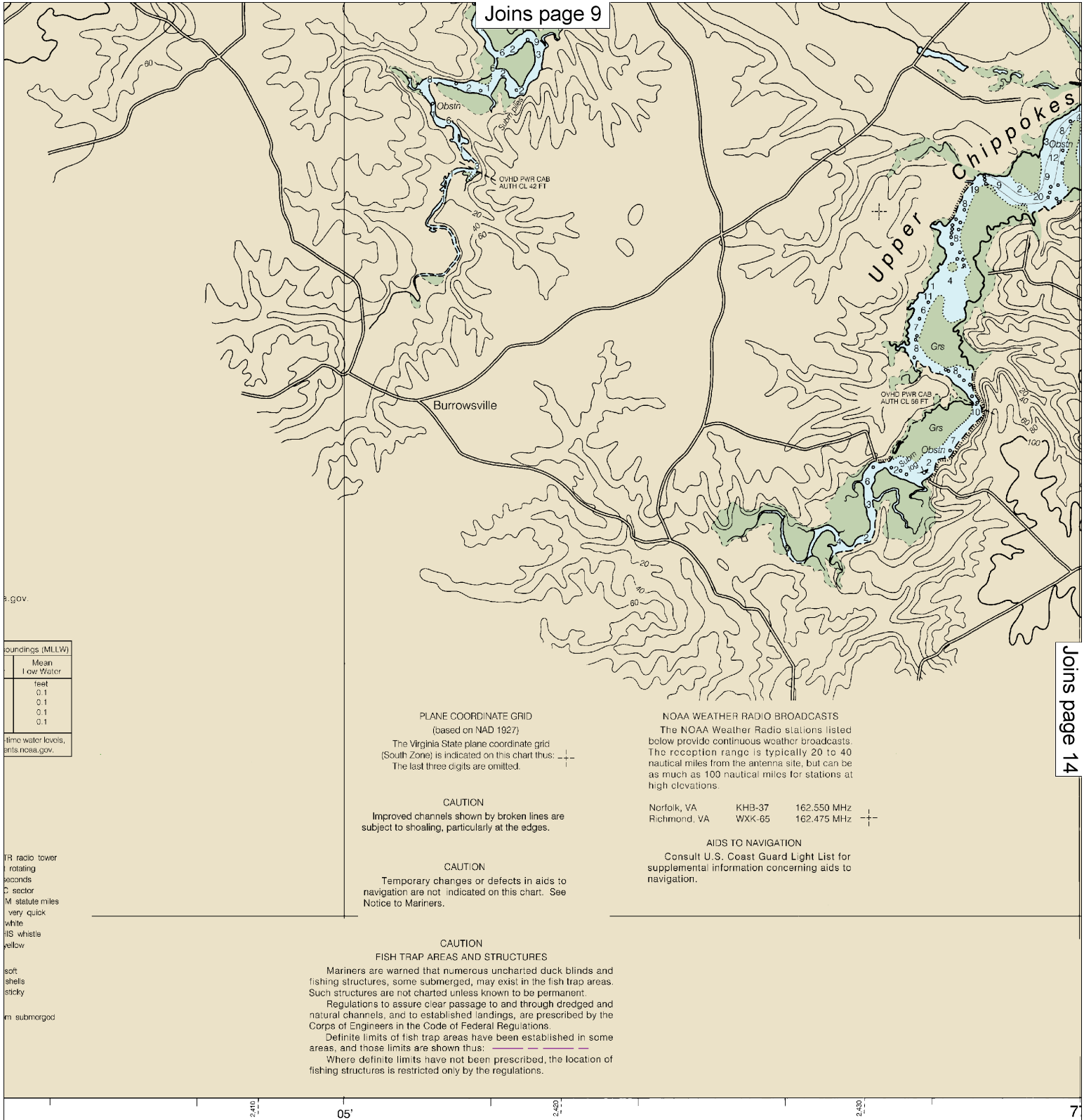
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

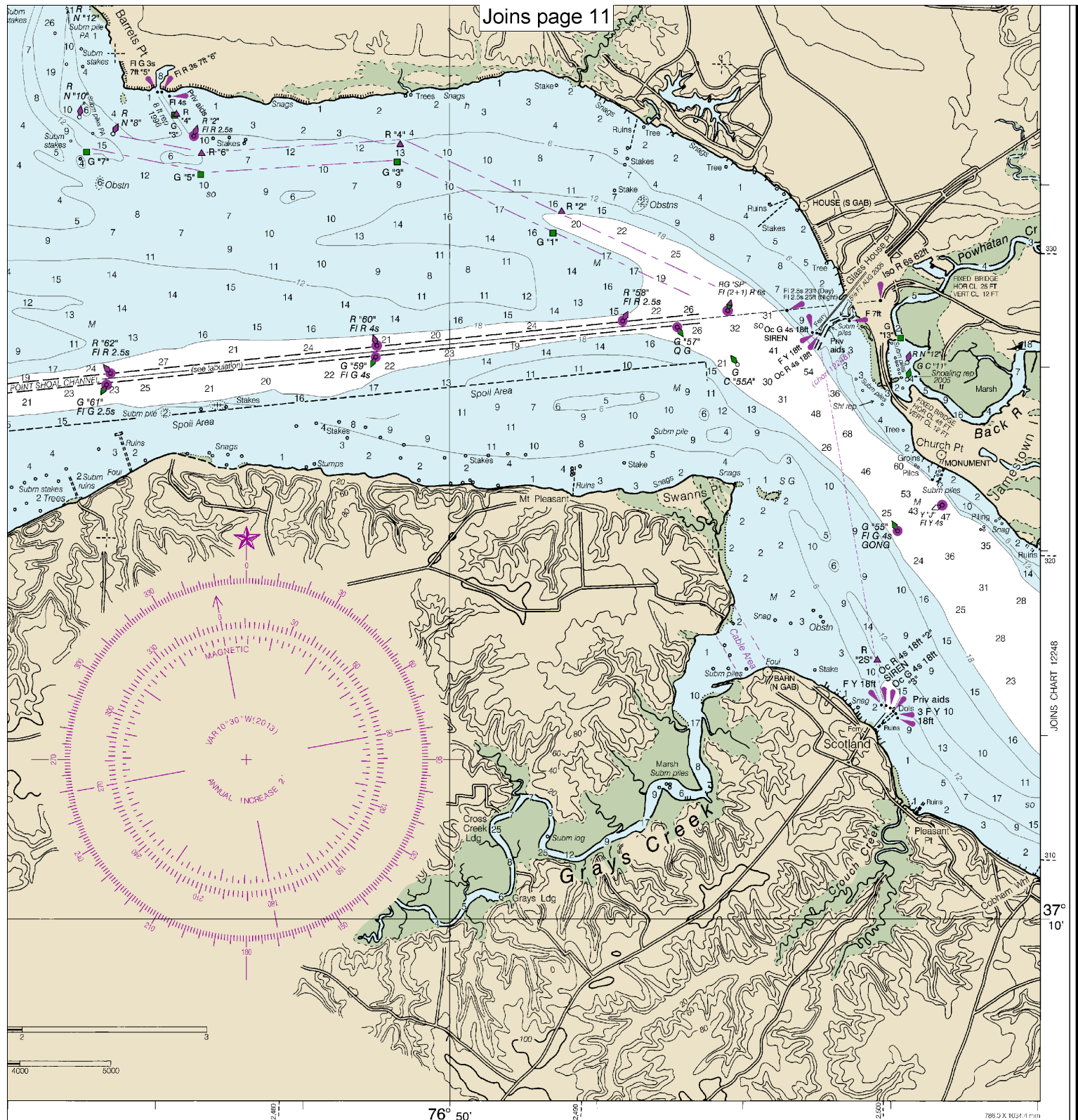
See Note on page 5.





es or comments
contact.htm.

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James R., Jamestown I. to Jordan Pt.
SOUNDINGS IN FEET - SCALE 1:40,000

12251

The diagram illustrates the relationship between two time scales: MS (Million Seconds) and RS (Rough Seconds). The MS scale is positioned at the top, with major ticks labeled from 0 to 17 and minor ticks every 0.1 units. The RS scale is positioned at the bottom, with major ticks labeled from 0 to 31 and minor ticks every 0.1 units. A series of horizontal lines connect the two scales, showing how the MS scale is divided into segments that correspond to the RS scale. The lines are labeled with values such as 6, 12, 18, 24, 30, 36, 42, 48, 54, 60, 66, 72, 78, 84, 90, 96, and 102, indicating the cumulative time in MS for each RS tick mark.

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VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

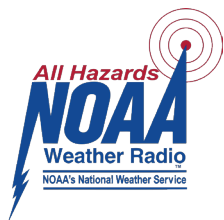
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.